

4 MAY 1929.

**BUREAU OF NAVIGATION**  
**BULLETIN**  
**NUMBER 103.**

PUBLISHED FOR THE PURPOSE OF DISSEMINATING  
GENERAL INFORMATION OF PROBABLE INTEREST TO  
THE SERVICE.

OFFICER PERSONNEL.

Submarine Instruction.

The following named officers have been selected for the submarine class to be convened in New London, Conn., on 8 July, 1929:

Donnell, Joseph S.	Lieutenant	De Tar, John L.	Ensign
Gorry, William A.	"	Duke, Clarence E.	"
Callaghan, Joseph A.	Lieut. (jg)	Ellis, Robert B.	"
Fee, George E.	"	Freeman, Charles L.	"
Fenno, Frank W., Jr.	"	Gordon, Howard W., Jr.	"
Gibbs, Robert H.	"	Habel, Norman J.	"
Hartwig, Glenn R.	"	Jacobs, Tyrrell D.	"
Maquin, Oliver F.	"	Joyce, Allen R.	"
Newton, Everett P., Jr.	"	Judson, Stanley E.	"
Moosbrugger, Frederick	"	Karpe, Eugene S.	"
Parks, Lewis S.	"	Klakring, Thomas B.	"
Smith, Rodman D.	"	Lewis, George A.	"
Swinburne, Edwin R.	"	McGregor, Donald	"
Wolcott, Theodore	"	Myers, W. G.	"
Young, Edward W.	"	Olsen, Eliot	"
Balfrey, William E.	Ensign	O'Shea, John, Jr.	"
Brockman, William H., Jr.	"	Pryor, William L., Jr.	"
Bruton, Henry C.	"	Ross, Philip H.	"
Burt, Donald G.	"	Stillman, Carl F.	"
Cochran, Joe A. B.	"	Tobleman, Paul H.	"
Corbin, Frank T.	"	Waterman, John R.	"

The following are designated for the class to be convened in January, 1930:

Crowe, Ed. F., Lieutenant (jg)  
Ignatius, W. R., Ensign  
Massie, Thomas H., Ensign.

ENLISTED PERSONNEL.

Commendation.

The Chief of Bureau of Navigation, on 25 April, addressed the following letter to Temple Berry Mounger, MM 2c, U.S.N., attached to the USS NEW MEXICO:

"1. The report of the Board of Investigation convened on board the USS NEW MEXICO, to inquire into the circumstances surrounding the fire which occurred in the Barge of the Commander, Battleship Division Four, 20 November, 1928, sets forth your highly commendable conduct on this occasion.

"2. It appears that the fire was caused by back firing of the engine. After the first back fire you started to investigate the trouble but were blown from the engine room by an explosion which followed. In spite of your personal discomfort and attendant danger, you again entered the engine room, and in the smoke-filled compartment, succeeded in closing the gasoline supply line, and in reducing the fire.

"3. The Bureau takes pleasure in commending you for the courage you displayed on this occasion. Your prompt action in disregard of your own safety greatly minimized the loss occasioned by the blaze.

"4. A copy of this letter will be made a part of your official service record in the Bureau."

#### Desertions Decrease.

The following data showing decrease in desertions is of interest:

	Gross	Net
Year Ending 25 April 1928	2505	630
" " 25 April 1929	1653	336

#### TRAINING.

##### Rhodes Scholarship.

The Bureau has for some time been considering ways and means of permitting midshipmen and commissioned personnel to compete for Rhodes Scholarships. The subject has been broached in the past, but shortage of commissioned personnel, in addition to other handicaps, prevented naval participation. The Naval Academy graduate who has the rare good fortune to be sent to Oxford will render exceptional service to his country. When he returns to take up his duties with the Fleet, he will undoubtedly bring new ideas and a breadth of vision which will tend to maintain our right to assert that personnel of our Navy is second to none in vision, broad purpose, and loyalty. In view of the ever-changing conditions and the necessity of equipping officers for all future important duties, the Bureau believes this opportunity will provide another means for educating officers to properly handle the many complex situations which confront the Navy from time to time. They will return to the Navy better equipped to undertake the more advanced problems which future policy may involve.

In his will, Mr. Cecil Rhodes mentioned four groups of qualities, the first two of which he considered pre-eminently important in success of candidates for the scholarship he endowed. These qualities are:

1. Literary and scholastic ability and attainments.
2. Qualities of manhood, truth, devotion to duty, sympathy, kindness, unselfishness, and fellowship.
3. Exhibition of moral force of character and of instinct to lead and to take an interest in his schoolmates.
4. Physical vigor, as shown by interest in outdoor sports, or in other ways.

The Navy stands four-square on the qualities Mr. Rhodes considered as essential. Our system of education and training at the Naval Academy is such that it brings out, develops, and ripens those qualities which may be inherent in its students but which environment offers no chance for development. Contact and association during the course at the Naval Academy brings out other qualities

which only contact and association can bring to the fore. Unquestionably, the Navy possesses the right kind of candidates. Why not expand the sphere of usefulness of our product?

The Bureau will, in the near future, issue complete instructions governing competition for the current year. Briefly, it may be stated that midshipmen who are at present members of the first and second classes at the Naval Academy will be eligible to file their applications. State Committees will act upon applications in December, and successful candidates will go to Oxford in October, 1930.

The Bureau has ordered for the ships' libraries of all capital ships, light cruisers and tenders, a copy of "Oxford of Today," which is a guide for prospective Rhodes Scholars. It has also ordered The University of Oxford Examination Statutes. These publications, together with the Bureau's instructions governing the competition of naval personnel, should give prospective candidates all necessary information.

#### Foreign Officers Under Instruction.

That foreign naval officers are frequently permitted to attend U.S. Naval Schools and courses of instruction, is not widely known. The following officers are at present under instruction:

Alférez de Navio Jose A. Hernandez Roger, Cuban Navy, General Line Course, Postgraduate School.

Alférez de Navio Alejandro Escote Martin, Cuban Navy, given orders to take the General Line Course, Postgraduate School, on 4 August 1927, and to take the postgraduate course of instruction in electrical engineering on 31 March 1928.

Alférez de Navio Armando Caballin Comesanas, Cuban Navy, General Line Course, Postgraduate School.

Alférez de Navio Ramiro Fernandez Araoz, M.N., Cuban Navy, General Line Course, Postgraduate School.

One Brazilian Officer has been authorized to take course in Marine Engineering at the Postgraduate School.

The Navy Department has approved the detail of two Peruvian Officers to take a postgraduate course in Communication Engineering at the Postgraduate School.

#### R.O.T.C. Commendation.

The Chief of Bureau recently addressed the following letter of commendation to Commander J. P. Olding, Professor of Naval Science and Tactics, in charge of the Naval Reserve Officers' Training Corps Unit at the University of Washington, Seattle, Washington:

"1. The Bureau is in receipt of the report of the Commandant, Thirteenth Naval District's inspection of the Naval Reserve Officers' Training Corps Unit, University of Washington, a copy of which is attached as Enclosure (A). The excellence of the report is a reflection of credit upon the officers attached to the unit in general, and upon the Senior Professor of Naval Science and Tactics in particular, as shown by the following extract:

'The Commandant believes that this activity is performing its mission in an excellent manner, and credit is due Commander J. P. Olding, U. S. Navy, for the splendid way in which this Unit has been established and the excellent progress that it has been making.'

"2. The Chief of Bureau is gratified by this evidence of the thoroughness with which you organized the unit, and your earnest efforts in promoting its welfare.

"3. A copy of this letter will be attached to your record."

#### Training Courses, Battle Fleet.

The February Training report of the Battle Fleet shows that 8,396 men of that Fleet are taking Training courses, which makes 29 percent of the personnel. This Fleet has produced 2,150 new petty officers since July 1, 1928, of whom 251 were rated in February.

#### Service School Admission Tests.

The following quotation from a recent letter from the Naval Torpedo Station, Newport, indicates the benefits obtained by the use of suitable tests for selecting candidates for Service Schools:

"There was no marked change in the scholastic results in the Class "A" Torpedoman School for the third monthly period, either individually or in the general average. This fact gives evidence of the value of a careful elimination of unqualified material upon or prior to assignment to service schools through use of the standard admission tests."

### Recruits Under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 20 April 1929:

	: Great : Lakes :	: Hampton: : Roads:	: Newport : : R.I. :	: San : : Diogo :	: Total :
Recruit Training	:	:	:	:	:
Apprentice Seamen	: 587 :	: 563 :	: 670 :	: 1151 :	: 2971 :
Seamen 2nd Class	: 13 :	: 6 :	: 40 :	: 64 :	: 123 :
Firemen 3rd Class	: 0 :	: 0 :	: 0 :	: 27 :	: 27 :
Other Ratings	: 32 :	: 20 :	: 20 :	: 48 :	: 120 :
	:	:	:	:	:
	: 632 :	: 589 :	: 730 :	: 1290 :	: 3241 :

### Picture Service Improvement.

The Bureau has made persistent efforts to improve the motion picture service to the Asiatic Fleet, without reducing the supply of programs to the Battle and Scouting Fleets. To this end the assessment for motion picture service on battleships has been raised from 30¢ to 35¢ per man. This, with other savings in organization, has made it possible to supply the Asiatic Fleet with following additional pre-release programs since 1 July, 1928:

THE LEGION OF THE CONDEMNED  
THE LAST COMMAND  
UNDER THE BLACK EAGLE  
FOUR SONS  
GENTLEMEN PREFER BLONDES  
LAUGH CLOWN LAUGH  
THE GREAT WHITE NORTH  
THE TRAIL OF '98  
WHITE SHADOWS IN THE SOUTH SEAS  
THE IRON MASK  
THE PATRIOT  
THE DIVINE LADY  
LILAC TIME  
SIMBA

HIS TIGER LADY  
THE COSSACKS  
THE STREET ANGEL  
SUBMARINE  
THE CAMERAMAN  
WAKING UP  
THE WARE CASE  
THE WHIP  
SUNRISE  
THE SOMME  
ANNAPOLIS  
Q SHIPS  
WINGS  
NAPOLEON  
THE FLYING FLEET

### Benefit Guide.

The Benefit Guide referred to in Bureau of Navigation Bulletin No. 101 of 6 April 1929, is being distributed to All Ships and Stations in the Navy and Marine Corps in sufficient numbers to provide each officer on the active list with two copies. Therefore, individual requests are unnecessary.



## NAVAL RESERVE.

### Promotion of Officers.

The Secretary of the Navy has approved a change in the method of promoting officers of the Volunteer Naval Reserve to the effect that an officer of this class of the Reserve becomes eligible for promotion with the officer of the Fleet Naval Reserve next preceding him on the precedence list. This change is effective from 7 March, 1929, and will be included in the next printed change to the Bureau of Navigation Manual.

### Employment of Reserves.

The following extracts are from a letter addressed by the Chief of the Bureau of Navigation to the Commandants of all Naval Districts and are published for the purpose of clarifying the conditions under which officers and enlisted men of the Naval Reserve may be ordered to active duty:

"While under the provisions of the Act of 28 February, 1925 (Public - 512 - 66th Congress), it would appear to be lawful to place Naval Reservists on active duty during peace times, with their own consent, for any purpose; there are no appropriations from which officers and enlisted men of the Naval Reserve performing active duty may be paid, unless such active duty is (a) training duty, or (b) active duty in connection with the instruction, training and drilling of the Naval Reserve. Officers and enlisted men of the Naval Reserve will not, therefore, in peace times, be ordered to other active duty than training duty or active duty in connection with the instruction, training and drilling of the Naval Reserve.

"The above restrictions apply only to the officers and enlisted men of the Naval Reserve. They do not apply to transferred and assigned men of the Fleet Naval Reserve. However, the latter two classes should be placed on active duty only in accordance with instructions issued by the Bureau from time to time."

### Commendation.

The following is quoted from a letter addressed by the Chief of the Bureau of Navigation to the Commandant, Eighth Naval District:

"The Bureau notes with interest and pleasure the excellent work of the personnel of Fleet Division No. 3, headed by Lieutenant (jg) H. C. Boisclair, U.S.N.R., during the recent floods of southern Alabama.

"The Bureau commends the personnel of Fleet Division No. 3 for its promptness in volunteering assistance when requested and for its efficiency in rendering aid where needed."

### Insurance for Reserve Officers.

Naval Reserve Officers born subsequent to 1894 are now eligible for membership in NAVY MUTUAL AID ASSOCIATION which is composed of over 6,000 officers.

THE BENEFIT is over \$7,500, which amount is wired or cabled the named beneficiary immediately upon official notice of death, without any red tape whatsoever.

THE NAVY MUTUAL AID ASSOCIATION takes care of all claims to which dependents are entitled with neither trouble nor expense to them. See the Benefit Guide recently published and sent out by the Bureau of Navigation, showing what a beneficiary is entitled to.

ONCE a member, always a member. RESERVE OFFICERS, active or inactive, are eligible for membership and separation from the service later will not affect such membership.

Naval Reserves who are interested should write to Rear Admiral T.J. COWIE, (S.C.) U.S.N., Secretary and Treasurer, Room 1054, Navy Department, Washington, D. C., giving the date and year of birth, and an application together with information on the subject will be forwarded.

### HYDROGRAPHIC.

#### International Congress.

Mr. G. W. Littlehales, Principal Scientist of the Hydrographic Office, sailed 12 April on the Italian S. S. ROMA, as the Navy Representative to the International Congress on Oceanography, Marine Hydrography, and Continental Hydrology, to be held in Seville, Spain.

In addition to representing the Navy Department, the following scientific societies have appointed Mr. Littlehales as their representative: The National Academy of Sciences, the National Research Council, the Smithsonian Institution, and the Department of Terrestrial Magnetism of the Carnegie Institution of Washington.

#### H.O. 208.

The Hydrographic Office continues to receive excellent reports from those using the new "Navigation Tables for Mariners and Aviators" - H.O. 208. Constructive criticisms of the book have been utilized in the preparation of its second edition which is now in the hands of the printer. When received, copies of the second edition will be furnished all ships as replacements for the original edition which will be recalled at that time. More copies of the second edition will soon be available for distribution to the vessels of the Fleet.

### LEGISLATIVE.

The Interdepartmental Pay Board has continued its work since its joint meeting on April 3rd and the members are conducting discussions with officers of the several services available, with a view to arriving at conclusions which



will be applicable to all services, without prejudice to any of the several groups of officers in any of the services. No definite conclusions have as yet been reached, nor can be announced.

The extra session of Congress met on April 15th and to date has been considering only the special objects for which it was convened - the Farm Relief and the Tariff. Numerous bills have, however, been introduced of interest to the Navy.

In both the Senate and the House the Line Personnel Bill, Marine Corps Personnel Bill, the Public Works Bill and the Bill validating retirements and transfers of Reserve Personnel, all pending in the Senate at the close of the last session, have been introduced by, respectively, Senator Hale and Mr. Britten.

Senator Reed in the Senate and Mr. James in the House have introduced resolutions providing for the Joint Committee to investigate the pay and allowances of the commissioned and enlisted personnel. This is the resolution in anticipation of the enactment of which the Interdepartmental Pay Board has been convened.

Senator Fletcher introduced a bill to authorize an increase from 40 to 100 of appointments of cadets and midshipmen from among sons of war veterans.

The Naval Committee of the Senate has been announced, consisting in the main of the same Senators which were members last session. The Naval Committee of the House has not yet been organized and possibly will not be organized until the regular session.

#### PERSONAL.

##### Personal Sketches.

The Bureau is adding a new feature to the Bulletin in sketches of high-ranking personnel of the Navy. The initial sketch is published in this number.

It is hoped that by these short sketches, officers will become more intimately acquainted with them than might otherwise be possible. One sketch will appear in each issue.

##### Charles Francis Adams, Secretary of the Navy.

Charles Francis Adams was born in Quincy, Massachusetts, 2 August 1866. He entered Harvard in 1884; as an undergraduate there he was president of his class for four years and a leader in every student activity. He captained and stroked the '88 class crew to victory. He was elected class president for life, an honor unprecedented in Harvard history. He graduated from Harvard, cum laude, in 1888, receiving the degree of A.B., and from Harvard Law School with the degree of L.L.B. in 1892.

Following graduation, Mr. Adams spent a year in European travel and upon his return read law in the office of Sigourney Butler, of Boston. He was admitted to Suffolk Bar in 1893. He served on the City Council of Quincy from 1895-95, and then as mayor of Quincy for two years, refusing a third term. In 1898 the President and Fellows of Harvard appointed him treasurer of Harvard and for thirty

years he has been custodian and chief financial manager of the endowment of America's oldest university, a fund which now amounts to some \$100,000,000. His duties as an investor have required him to have a seat on the boards of several great companies. His sagacity as a business advisor and administrator has been very marked.

The sea caught and held Mr. Adams' interest from his very earliest associations. He was born within sight of salt water. Some of his earliest steps carried him to the shore where his father, John Quincy Adams, fitted out boats for fishing expeditions that took him across the bay to the smelting grounds and out through the Narrows for cod. At ten, the future Secretary began boating. At thirteen, the DANDELION, owned by Mr. Adams and his brother, was racing everywhere from Squantum to Pemberton Point. His next craft was the 30-foot sloop CRICKET, large enough to sail the Eastern Coast. In 1887, Edward Burgess designed for the Adams boys the PAPOOSE, the first successful keel racing sloop built in America.

In 1892, the HARPOON, with Mr. Adams as sailing master, defeated the GLORIANA and WASP for the Goollet Cup off Newport. His position as premier American sailing master was established in the early summer of 1914, when he sailed the RESOLUTE to victory off Newport, and thus earned the right to defend the AMERICA's Cup, which Sir Thomas Lipton had again challenged. The World War intervened and forced postponement of this attempt to take the famous old cup back to Britain.

1920 found the RESOLUTE retaining her speed, Mr. Adams sailing her, and ready for the challenger, SHAMROCK IV. The challenger won the first two heats, the RESOLUTE the second two. The fifth and last was a nerve-racking race. At the start, SHAMROCK IV gained the coveted weather position and blanketed RESOLUTE. SHAMROCK IV held the lead for mile after mile, but RESOLUTE finally passed and the cup remained on the proper side of the Atlantic.

A year or two later, Mr. Adams engaged in his only business transaction with the Navy before he became Secretary. The famous old AMERICA, first winner of the cup that bears her name, was reconditioned at Boston. Mr. Adams, as premier yacht sailing master, was chosen to deliver her to the Superintendent of the Naval Academy, at Annapolis. The crisp, new dollar bill which the Government paid for the yacht is now framed in the Eastern Yacht Club in Marblehead.

Mr. Adams participated in the transatlantic race for the King of Spain's Cup last year.

It has been said that American history is "cluttered up with Adamses." Enumeration of the names of this family proves this to be rather fact than fancy.

1. John Adams, patriot, diplomat, Vice President and President of the United States.
2. John Quincy Adams, diplomat, cabinet officer and President of the United States.

3. Charles Francis Adams, diplomat, candidate for Vice President of the United States.
4. Henry Adams, author of celebrated "Education," an immortal contribution to American literature.
5. Charles Francis Adams, premier yachtsman, Secretary of the Navy.

#### MISCELLANEOUS.

##### Battle Fleet Submarines.

The Bureau is in receipt of a copy of the first issue of a bulletin issued by the Commander, Submarine Divisions, Battle Fleet. The bulletin is interesting and contains much valuable information. The Commander, Submarine Divisions, Battle Fleet, states that it is the desire to make the bulletin as valuable as possible to operating personnel, and contributions are accordingly invited. The Bureau believes that by the exchange of ideas thus afforded, the bulletin will serve a most useful purpose.

##### Navy Mutual Aid Association.

The welfare of the Navy Mutual Aid Association should be a matter of vital concern to each and every officer. The letter recently addressed to all naval activities by the Chief of Naval Operations, describes the benefits to be derived through membership so fully, it is quoted in the hope that its message may reach those who may not have been fortunate enough to read it before.

"1. Since my election as President of the Navy Mutual Aid Association, I have had the opportunity to become more familiar with its operation and to observe more closely the great good the Association is doing within the Navy.

"2. That the immediate assistance given to dependents of members at the time when it is most needed, and that the further help in matters of pensions, insurance, and death gratuities is a cause of great comfort to the beneficiaries of a brother officer, is evidenced by the letters of appreciation and thanks received and read at the regular meetings of the Board of Directors.

"3. It is a matter of great satisfaction and pride to know that, for the past fifty years, there has been within the Naval Service a growing association which has been able to care for the dependents of 1016 officers through the payment to them of \$4,430,849.34.

"4. The existence of a mutual association of officers organized for such a purpose has done much to maintain the loyalty and service spirit for which the Navy has such an enviable reputation, and without which it would fail in its mission.

"5. The growth of the Navy Mutual Association, and a continued successful existence, depends upon the encouragement given the younger officers of the Navy and Marine Corps to become interested in it and to join the Association. This I consider the duty and privilege of older officers who have knowledge of the good work of the Navy Mutual Aid during the past years.

"6. I would be greatly pleased if commanding officers would assist the Non-Resident Directors and members of the Navy Mutual Aid Association in their efforts to secure new members."

18 MAY 1929.

# BUREAU OF NAVIGATION

## BULLETIN

### NUMBER 104.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING  
GENERAL INFORMATION OF PROBABLE INTEREST TO  
THE SERVICE.

## OFFICER PERSONNEL.

### Pay Board.

The Interdepartmental Pay Board has concluded its studies with reference to warrant officers, commissioned warrant officers, nurses and enlisted men. With respect to commissioned officers no final agreement has been reached.

As to officers, the studies of the Board have evidenced that the preparation of a single schedule equitably affecting the officers of all Services is most difficult. Varying conditions embrace; circumstances of original officer-entrance, such as age and prior service; distribution of the total number of officers in each Service in the several grades; promotion systems, involving the prospects of career for officers, individually and in groups.

In consequence of this variety of conditions, the Board is continuing its studies.

### Leave.

The Bureau has received numerous communications pertaining to the interpretation of Article 1727 (S), U. S. Navy Regulations, which refers to the manner of counting length of leave. The point at issue pertains to the matter of a leave of absence of one month. Officers who are not conversant with the requirements of the Regulations in the matter of leave should consult them.

### Distinguished Service Medal Award.

On 9 May 1929, the Secretary of the Navy acting for the President, presented the Distinguished Service Medal to Lieutenant Charles B. Momsen, and Chief Gunner Clarence L. Tibbals, U. S. Navy, and the Navy Cross to Chief Gunner William F. Loughman, U. S. Navy. The citations are as follows:

Lieutenant Momsen -

"For exceptionally meritorious and distinguished service to the government in the successful development of the escape device known as the 'Lung'. During the early stages of its design and development Lieutenant Momsen, one of the inventors, courageously, repeatedly and voluntarily risked his life in conducting experiments of a nature such that there was little or no information available as to their probable results. In the later tests of the device when escapes were made from the U.S.S. S-4 submerged to depths as much as 200 feet, Lieutenant Momsen was not only the first person to venture the escape but was also the leading and guiding spirit in all subsequent ones. It is through the initiative, courage and perseverance of Lieutenant Momsen that the development of the 'Lung', which has been pronounced as the greatest single contribution to Submarine escape, has reached a successful conclusion and the device been adopted as part of the regular equipment of all our submarines."



Chief Gunner Tibbals -

"For exceptionally meritorious and distinguished service to the government in the successful development of the escape device known as the 'Lung'. Chief Gunner Tibbals, one of the inventors, furnished much of the information needed in the design of the 'Lung' from the knowledge gained during his long years of experience as an expert deep sea diver and, later, during the first tests of the apparatus he repeatedly, courageously and voluntarily performed feats at great personal risk in order to prove the correctness of the theory and construction of the apparatus. When the practicability of the apparatus was being tested he made many escapes, and assisted others in making escapes, from the U.S.S. S-4 submerged to depths as much as 206 feet. It is in a large measure, due to the knowledge, courage and high sense of duty of Chief Gunner Tibbals that the development of the 'Lung', which has been pronounced the greatest single contribution to Submarine escape, has reached a successful conclusion and the device has been adopted as part of the regular equipment of all of our submarines."

Chief Gunner Loughman -

"For distinguished service in the line of his profession while acting as Assistant Diving Supervisor during the successful salvage operations of the U.S.S. S-51 in the year 1926 and of the U.S.S. S-4 during the year 1928. The duties of Chief Gunner Loughman, who is one of the pioneer deep sea divers, required a high order of skill, attention and ability and, in particular, a thorough practical and theoretical knowledge of diving and tending of divers; all of which he demonstrated to the fullest extent. He displayed exceptional devotion to duty and unfailing efficiency during the long hours that he was required to be on deck in all weathers."

Commendation.

On 6 May 1929, the acting Secretary of the Navy, Mr. Ernest Lee Jahncke, addressed the following letter of commendation to Commander W. G. Child, U.S. Navy, Acting Commandant, Naval Air Station, Pensacola, Florida:

"1. From your report covering the rescue work performed by the officers and men attached to the Naval Air Station, Pensacola, during the period 14-20 March during the spring floods in Southern Alabama and Western Florida, the Department notes with pleasure that the aircraft from Pensacola were prompt in going to the relief of the flood sufferers.

"2. It is noted that landings being impossible, the surrounding country being so badly flooded, it was necessary to drop food from planes in order to supply the towns inundated by the flood with bread and other provisions, and that this activity was carried on with sufficient accuracy so that provisions were supplied to the sufferers, during the first two days the attention of the planes being directed to the towns of Flomaton and Brewster. On 17 March attention was directed chiefly to the town of Geneva which was completely isolated from communications. During the operations at

Geneva it was noted that the little town of Pollard was completely submerged and the inhabitants were marooned on a nearby hilltop. Aid was immediately given to those sufferers.

"3. The large amount of bread which was supplied to the flood sufferers soon exhausted the supply of yeast at Pensacola and a plane was immediately despatched to Mobile for yeast.

"4. On 20 March hurried calls were received for typhoid serum. The flood was still of such proportions that landing was impossible and the small amount of serum available at Pensacola was carefully packed and attached to a small parachute and dropped at Caryville without damage to the serum, thus enabling the flood sufferers to combat the dangers from typhoid. Another plane was sent to New Orleans for a fresh supply of serum to take care of any new emergencies.

"5. It is noted that for all of the rescue work only small two-seated training and observation planes could be used and the loads they could carry were necessarily small. During this period 3000 loaves of bread, 60 cases of canned goods, 20 bushels of potatoes, 100 blankets, 25 bundles of children's clothes and 15 pounds of newspapers were distributed to the sufferers, nearly 700 pounds of yeast and 5000 pounds of registered mail was flown to Mobile and return, relief workers and organizers were carried to Tallahassee and Bonifay. In all about 113 flights were necessary, totalling about 15,000 miles, in order to carry out the relief program as conducted.

"6. The Department wishes to commend you as Acting Commandant of the Naval Air Station, Pensacola, for the promptness with which the rescue work was begun and the efficient work performed by the organization under your command in connection with the relief work.

"7. A copy of this letter is being filed with your official record in the Department. It is recommended that a copy of this letter also be attached to the records of those officers and men who are considered by you worthy of commendation in connection with this relief work."

#### ENLISTED PERSONNEL.

##### Transfer in Ratings.

There are at the present time the names of twenty-three chief petty officers of General Service Ratings carried on the Eligibility Lists for transfer to Aviation Ratings. It is the Bureau's intention to transfer these men to the Aviation Ratings for which they have heretofore been found qualified. Transfer will depend upon individuals being found in all respects qualified in accordance with existing instructions at such time as the Bureau requests reports of examination.

These men, upon having their ratings changed to Aviation Ratings, will be carried as additional numbers in that rating in order that first class petty

officers, who may be on the eligibility lists ahead of the chief petty officers concerned, will not lose their precedence, and their time of advancement will not be retarded due to this contemplated change.

#### Commendation.

The Chief of Bureau of Navigation recently addressed letters of commendation to enlisted personnel as follows:

Everett Kenneth Bacon, T.C.1c, U.S.S. MARBLEHEAD -

For courageous action in leaping overboard from the MARBLEHEAD, and attempting to save Harry Virgil Reed, seaman second class, from drowning.

William Edward Leyland, A.M.M.1c, Aircraft Squadrons, Battle Fleet -

For efficient work and devotion to duty in connection with material upkeep of airplanes, in normal discharge of duties of his rating.

#### Cancellation of Third Class Petty Officer Ratings.

The Bureau of Navigation Circular Letter No. 59-28 abolishes third class petty officer ratings in the artificer branch (engine room force) as of 30 June 1929. The attention of the Service is invited to the fact that pursuant thereto all men holding third class petty officer ratings in this branch must either have been qualified and advanced to the rating of second class petty officer prior to 30 June '29, or will automatically revert to the rating of fireman, first class. In view of the loss of petty officer status involved, all commands should endeavor to qualify and advance men concerned prior to the date in question.

#### NAVAL OBSERVATORY.

##### Azimuth Circle Check.

The Commanding Officer of the U.S.S. CALIFORNIA has submitted the following as a convenient method of checking an azimuth circle:

"Since the accuracy of the compass is checked by azimuths of the sun, it is necessary to check the accuracy of the azimuth circle with which the bearings are taken.

"Aboard ship this is readily done by lining up carefully the 0°, 90° and 180° points of the Navy type azimuth circle upon any two lines drawn at right angles. The meridian and parallel lines of any Mercator chart will answer the purpose.

"A flash light is used in place of the sun and held back of the prism holder and the light shone on the reflecting mirror.

"With the three points above-mentioned lined up, the reflected pencil of light should fall upon the line under the prism.

"The prism holder can be moved to bring the reflected pencil of light in coincidence with the line on the chart in case there is any error in the azimuth circle."

### NAVAL RESERVE.

#### Marine Reserve Commissions.

One hundred and forty-nine additional commissions were issued as of 27 April, 1929, to officers of the Merchant Marine Naval Reserve. A total of 2194 commissions have been issued to this class of the Reserve, of which 1694 have been accepted, and oath of office executed. The remainder are in the hands of the District Commandants awaiting delivery.

### TRAINING.

#### Petty Officer Training.

The Battle Fleet continues to make many new petty officers, the score for March being 211, with 7,522 taking Navy Training Courses.

#### Recruit Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 4 May 1929:

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	608	496	752	954	2810
Seamen 2nd class	4	6	15	43	68
Firemen 3rd class	0	0	0	21	21
Other ratings	40	26	23	41	130
	652	528	790	1059	3029

#### Deep Sea Diving Class.

Among the 23 divers who recently graduated from the Deep Sea Diving School at the Washington Navy Yard, qualifications were made as follows:

6 graduates qualified at a depth of 150 feet, 1 at 200 feet, 1 at 250 feet, 2 at 275 feet and 13 at 300 feet.

In addition to these qualifications, one Gunner was qualified for a depth of 150 feet, and one Lieutenant was given a special course of instruction to fit him for duty as commanding officer of a rescue vessel. Also 3 Medical Officers were given preliminary instruction which included pressures in the recompression chamber and actual diving in the tank. An important feature of the diving course for all personnel included instructions in both gas and electric cutting and in the method of handling salvage gear, under water.



## Woman's War Memorial.

The Bureau recently called upon the officers and enlisted men of the Navy and Marine Corps for money contributions, the sum so raised (\$2,500.00), to be used to erect a marble column in the new Woman's War Memorial, Washington, D. C., commemorating the Navy's gratitude for the services of the women of the United States during the late war. The following inscription is to be carved on this column:

THE OFFICERS AND ENLISTED MEN OF THE UNITED STATES  
NAVY AND MARINE CORPS GRATEFULLY DEDICATE THIS COLUMN  
TO THE WOMEN OF THE UNITED STATES IN COMMEMORATION  
OF THEIR SERVICES AND SACRIFICES DURING THE WORLD WAR.

## MISCELLANEOUS.

### Ernest Lee Jahncke, Assistant Secretary of the Navy.

Ernest Lee Jahncke was born in New Orleans, Louisiana, October 13, 1880, the son of Frederick and Margaret Lee Jahncke. He was educated in the public schools of New Orleans, and later entered Tulane University, from which Institution he graduated in 1899, with the degrees of B.E. and M.E. He married Cora Van Voorhis Stanton, daughter of Adele Townsend Stanton, and granddaughter of Edwin M. Stanton, Secretary of War in President Lincoln's cabinet, and Mary Ashley Townsend, well-known Louisiana writer.

Life has brought Mr. Jahncke recognition as a successful business man, eminent engineer and yachtsman of renown. Prior to his acceptance of the position of the Assistant Secretary of the Navy he was President of two large corporations in New Orleans; the Jahncke Dry Docks and the Jahncke Service. He served three years as the President of the New Orleans Chamber of Commerce and six years as Commodore of the Southern Yacht Club. He is a Director of the Canal Bank and Trust Company, New Orleans; Vice President and a Member of the Board of Administrators of Tulane University and a member of the Board of Trustees of Newcomb College for Women. He is one of the charter members of the National Foreign Trade Council, one of the three American members of the International Olympic Committee.

As a member of the New York Yacht Club, University Club of New York, Union League of Philadelphia, and Metropolitan Club of Washington, together with the Boston, Pickwick and other Clubs of New Orleans, he is active and prominent in the social and club life of these communities.

He is a member of the following technical societies: American Society of Civil Engineers, American Society of Mechanical Engineers, American Society of Naval Architects and Louisiana Engineering Society.

Close association with the sea and maritime interests has played an important part in Mr. Jahncke's career. He has spent much time sailing the South Atlantic and Gulf Coasts and knows these waters thoroughly. He has been interested in yachts and yachting since youth and has taken this sport as his hobby. He has intimate knowledge of shipbuilding and ship repairs, gained from practical experience. During the World War he was in charge of the Sea Service Bureau and Navigation Schools of the Merchant Fleet, Gulf Section.

He was very helpful to the Federal engineers in cooperating with them during the disastrous floods of the Mississippi Valley two years ago, giving practically all of his time to this work as a member of the Tri-State Flood Committee. Later he was appointed President of the Reparation Flood Commission, and disbursed millions of dollars for the payment of damages which the flood caused to citizens in the vicinity of New Orleans.

Mr. Jahncke has taken a staunch and active interest in maintaining an adequate Navy and a substantial Merchant Marine for the requirements of our commerce. His unflinching attitude toward the importance of the United States being ship-minded has been expressed on numerous occasions in no uncertain terms. Mr. Jahncke was Louisiana State Chairman for the celebration of Navy Day in 1925, 1926, 1927 and 1928. He is enrolled as a lieutenant commander (intelligence-volunteer, special) in the U. S. Naval Reserve.

#### Naval Academy Graduates Dinner.

The Secretary of the Naval Academy Graduates Association, Lieutenant Commander R. S. Robertson, Jr., (Retired), has promulgated information in connection with the Graduates Dinner to be held on Saturday, June 1, 1929, in Bancroft Hall, at the Naval Academy. The principal items of interest in connection with the dinner are as follows:

Dinner charge,           \$3.00  
Formation for dinner, bay side of mess hall -  
7:30 p. m.  
March to dinner - 8:00 p. m.  
Dinner - 8:00 to 9:30 p. m.

The Secretary of the Association states that there will not be more than six speeches, and that no speech will last longer than five minutes.

Officers planning to attend the dinner should inform the Secretary not later than May 24th.

A large attendance is desired.

#### Strassburger Prize.

The Strassburger Prize of \$500.00 to the author of the article or articles published during the last calendar year which, in the opinion of the judges, did most to promote Franco-American friendship was awarded to Andre LaFond, Editor of the Journal de Rouen, for a series of forty-one daily articles entitled, "Impressions of America," printed in his provincial newspaper. The award was made on the 150th anniversary of the Treaty of Alliance between the French Government and the Army of George Washington.

Ralph Beaver Strassburger, donor of the prize, graduated from the Naval Academy in the Class of 1905. After his resignation from the Navy, he became identified in National politics. In 1912, Strassburger served as American Consul at Bucharest and was later appointed Second Secretary of the American Embassy at Tokyo. He is at present the publisher of the Norristown, Pa. Times-Herald.